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[REDACTED]

NPIC/R-175/65

May 1965

PHOTOGRAPHIC INTERPRETATION REPORT

DARIEN (LU-TA) SHIPYARD LU-TA, CHINA



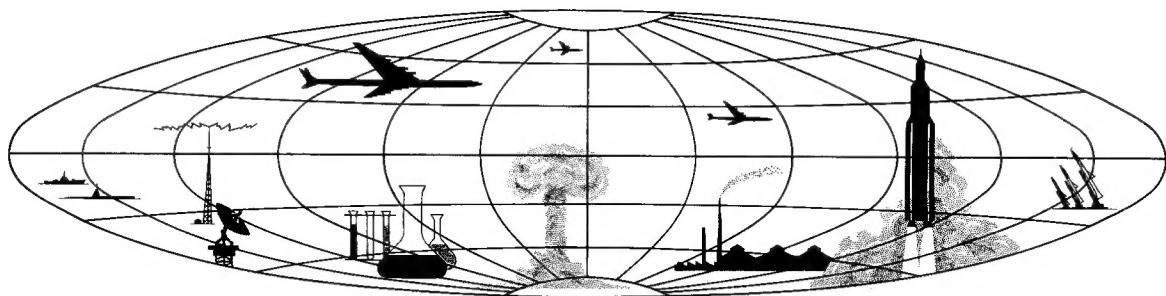
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DARIEN (LU-TA) SHIPYARD, LU-TA, CHINA

INTRODUCTION

This is one of a series of reports on Chinese Communist Shipyards and Port Facilities observed on aerial photography.

The Darien (Lu-ta) Shipyard is located on the northeast outskirts of Lu-ta, China, on the southern shore of Ta-lien Bay at 38°55'–52N 121°38'–20E (Figure 1). Lu-ta is also known as Ta-lien and Darien. This shipyard is listed in the Bombing Encyclopedia as Ta-lien Shipyard Port Arthur Darien.

trical power from a thermal electric powerplant located immediately south-southwest of the shipyard. Facilities include 3 building ways, 1 building area on a mole, 2 graving docks, 1 L-head pier, 9 piers, and 2 quayed areas for the fitting out of vessels. Vessels are moored to the piers in the NW section of the yard even though the entire area is quayed. Vessels are end launched from the 3 building ways and crane launched from the building area. Handling facilities include 4 tower hammerhead cranes and 6 tower jib cranes.

Significant construction activity during the period of photographic coverage used for this study [redacted] was that of a G-class SSB submarine on building way B3.

The shipyard (Figure 2) is road- and rail-served, secured by a wall, and derives its elec-

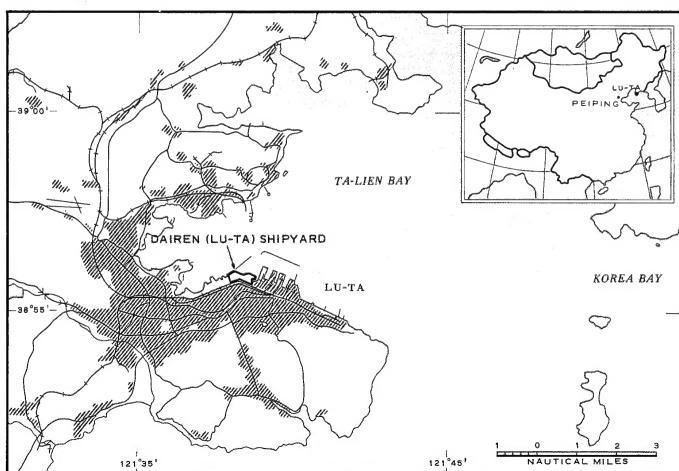


FIGURE 1. LOCATION OF DARIEN (LU-TAI) SHIPYARD.

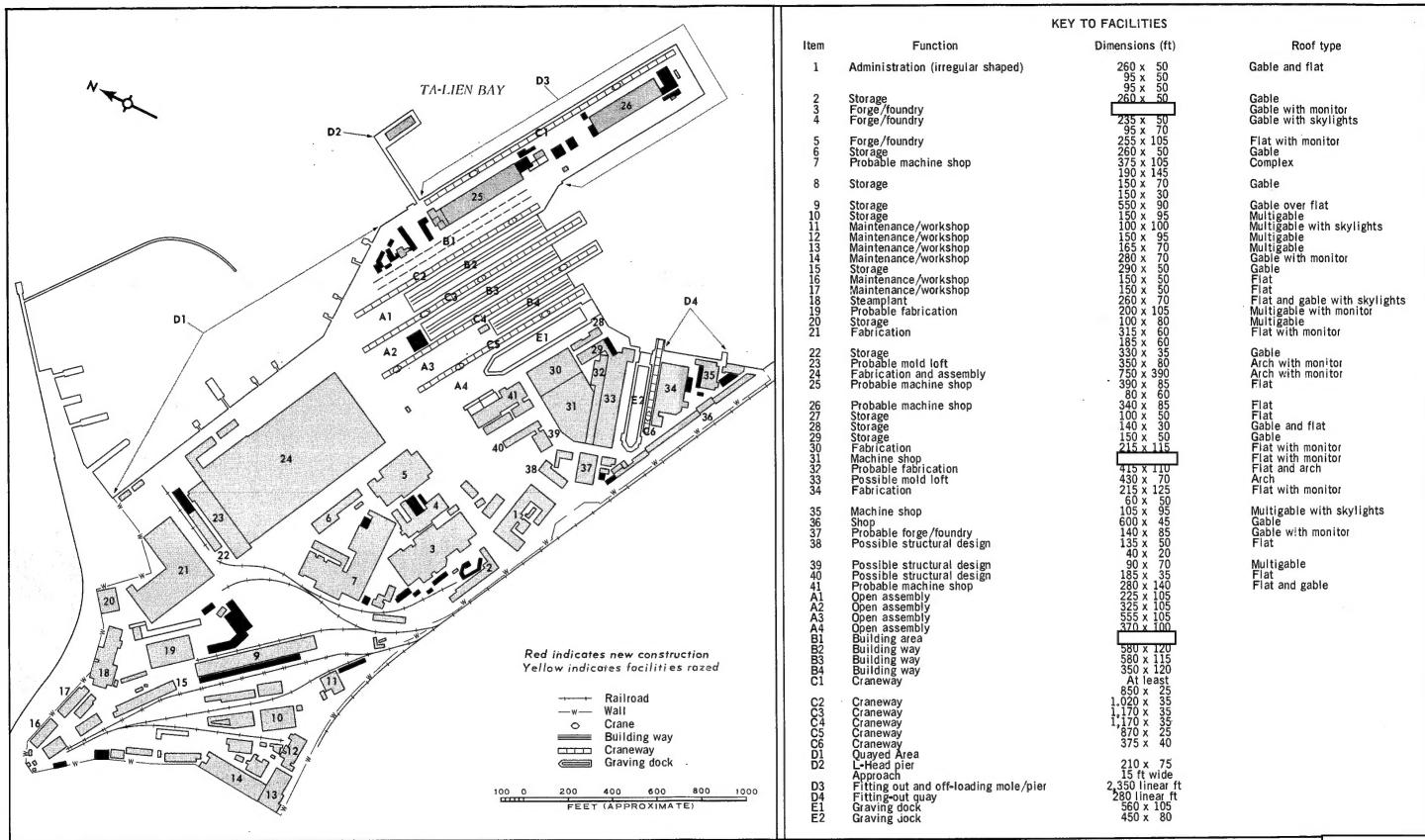
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25X1D A possible submarine was observed in an early stage of construction [REDACTED] and a G-class SSB was observed in an advanced stage of construction [REDACTED]

ing the period.

25X1D [redacted] a G-class SSB was observed at Lu-ta Port Facilities, immediately east of this shipyard. Vessels are listed in Table 2, which reflects a transition from predominately commercial to predominately naval activity dur-

Photography

reveals minor changes in construction and razing and renovation of facilities. Photography

reveals the addition of one probable tower jib crane on craneway C1. Photography

reveals the removal of one tower
however, the tower and the addition of

hammerhead crane and the addition of one tower jib crane on craneway C3.

Table 1. Vessels (Keyed to Figure 2)

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Location	Identification	Size (Ft)/ Configuration/ Hatches	Status	Identification	Size (Ft)/ Configuration/ Hatches	Status
B1	U/I hulls (2)	70 x 20	U/C	U/I hulls (2)	70 x 20	U/C
B2	Merchant	550 x 80/ KKFKK/6	U/C	Merchant	550 x 80/ KKFKK/5	U/C
B3	U/I		Shed-covered	Possible SS		U/C, Shed-covered security screens
B4	Merchant	390 x 50/ KFK/4	U/C	Merchant	390 x 50/ KFK/4	U/C
End of C4				Tug		
Ends of C3 & C4				Floating Crane		
End of C5	Lighters (2)			MERCHANTS (2)	490 x 60/ KKFK/5	Fitting out
End of C6	Tug			Merchant	435 x 60/ KFK/4	Fitting out
D1	Tug			Probable tug		
	Probable floating cranes (2)			Utility barge		
	Lighter			Tugs (2)		
				Utility barges (2)		
				Possible small tanker	125 x 20	
D3	Merchant	380 x 50/ MFM/4	Fitting out	U/I (2)	130 x 25	
				U/I (2)		
				Merchant	295 x 50/ MFKM/4	Off loading
				Merchant	435 x 65/ KFK/4	
	Merchants (3)	435 x 60/ KFMK/5	Fitting out	Merchant	550 x 80/ KKFKK/6	Fitting out
				Gordyy-class ODD		
				Probable floating cranes (2)		
	Merchant	550 x 80/ KKFKK/6	Fitting out	Tug		
	Tugs (4)			Dredge		
				U/I (2)	70 x 20	
	Probable floating crane					
	U/I (2)	70 x 20				
	U/I	40 x 10				

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Table 1. Vessels (Keyed to Figure 2) Continued

25X1C

Location	Identification	Size (Ft)/ Configuration/ Hatches	Status	Identification	Size (Ft)/ Configuration/ Hatches	Status
D4	LST Possible OPF	345 x 55 230 x 30	Fitting out Repair	Probable tanker U/I (3)	345 x 55/ [redacted]	Fitting out
E1	Tug Merchant	435 x 60/ MMFM/4	Fitting out/ repair U/C or re- pair	Merchant U/I	435 x 60/ KKFKK/4	Fitting out
	U/I	[redacted]	U/C or re- pair	U/I	[redacted]	U/C or re- pair
E2	Merchant	320 x 35/ --/4	U/C	Possible OPF	230 x 30	Repair
	U/I hull	120 x 20	U/C	U/I	120 x 20	U/C

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25X1C

A1				MK-6-class LCM (8)		U/C
B2	Shanghai-class		U/C	MK-6-class LCM (2)		U/C
	Probable Shanghai- class PTF		U/C	Shanghai-class PTF (7)		U/C
	MK-6-class LCM (2)		U/C	Tugs (2)		U/C
B3	Tugs (2)		U/C			
	Possible G-class SSB		U/C	G-class SSB		U/C
B4	Merchant	390 x 50/ KFK/4	U/C			
End of C3	Possible OPF U/I	230 x 30 120 x 20	Repair U/C	Possible OPF U/I (2)	230 x 30 190 x 20	Repair Repair
Ends of C3 & C4	Tug Kronshtadt-class PC (2)	[redacted]	Repair			
	U/I	165 x 25	Repair			
End of C5	U/I	[redacted]				
D1	Merchant	250 x 35/ KFK/4	Fitting out	Tug		
	MK-6-class LCM (8)			Floating cranes (3)		
	Tugs (2)			Lighters (2)		
	Small tanker	120 x 20/ MF		Utility barges (2)		
	Utility barges (5)					
	Lighter					
	Floating crane					
	U/I (2)					
	U/I (2)	130 x 25				
D3	MERCHANTS (2)	290 x 50/ MFKM/4	Off loading	MERCHANTS (2)	290 x 50/ MFKM/4	
	MERCHANTS (4)	435 x 60/ KFMK/4	Fitting out	Merchant	385 x 60/ KFK/4	

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Table 1. Vessels (Keyed to Figure 2) Continued

25X1C

Location	Identification	Size (Ft)/ Configuration/ Hatches	Status	Identification	Size (Ft)/ Configuration/ Hatches	Status
D3	Merchant	550 x 75/ KKFKK/5	Fitting out	Merchants (2)	435 x 65/ KFKK/5	
	Merchant	230 x 40/ MF		Merchant	540 x 80/ KFKK/5	Fitting out
	Utility barges (3)			U/I	170 x 20	
	U/I (3)	70 x 20				
D4	Floating crane			Merchants (3)	450 x 60/ KKFK/5	
	Merchant	300 x 45/ MFM/4	Fitting out/ repair			
	Merchants (4)	435 x 60/ KKFKK/5	Fitting out/ repair	Lighter		
E1	Merchant	435 x 60/ KFMK/4	Fitting out	Merchant	430 x 65/ MMFM/4	Fitting out
	U/I		U/C or repair	U/I (2)		Fitting out/ repair
	U/I		U/C or repair			
E2	Possible OPF	230 x 30	Repair	Merchant	320 x 45	Repair
	U/I	120 x 20	U/C			

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B1	Probable MK-6-class LCM (9)	U/C		
B2	Shanghai-class PTF (8)	U/C	Shanghai-class PTF (4)	U/C
	Tug	U/C	Tug	U/C
B3	Shanghai-class PTF (3)	U/C	Shanghai-class PTF (5)	U/C
	Probable tugs (3)	U/C	Tugs (4)	U/C
	U/I hull	70 x 25	Merchant hull sections (2)	95 x 35 (fwd)
	Tug	U/C		120 x 35 (aft)
	U/I hull	35 x 35		
	Possible motorized crane boat	90 x 30		
B4				
End of C3			MK-6-class LCM (5)	Fitting out
End of C4			Lighter	
Ends of C3 & C4	W-class SS	Repair	Tug	
End of C5	Tugs (2)		U/I (2)	75 x 15
	Motorized crane	90 x 30		
			Motorized crane boats (2)	90 x 25
			Tugs (3)	Fitting out
			Lighter	

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Table 1. Vessels (Keyed to Figure 2) Continued

25X1D

Location	Identification	Size (Ft)/ Configuration/ Hatches	Status	Identification	Size (Ft)/ Configuration/ Hatches	Status
D1	MK-6-class LCM (8)		Fitting out	Probable MK-6 class LCM (10)		Fitting out
	Probable MK-6- class LCM (2)			Possible LCVP (4)	60 x 15	Fitting out
	Small tanker	135 x 30		Small tanker	135 x 30/	
	Probable floating crane			Motorized crane	90 x 30	
	Lighter			boats (3)		
	Utility barges (2)			Floating cranes (2)		
	Motorized crane boats (3)	90 x 30		Lighter		
D3	Probable small tanker	190 x 35/		Tug		
	Merchant	KFKKK/5	Off loading	U/I (4)	70 x 10	
	Floating cranes (3)			Gordyy-class		
	U/I	60 x 15		ODD (3)		
	Utility barges (2)			W-class SS		Repair
	Tugs (6)			Shanghai-class		Fitting out
	Gordyy-class ODD (2)			PTF (3)		
	Shanghai-class PTF			Floating dry	190 x 80	
D4	Gordyy-class ODD		Repair	dock		
	Merchant	435 x 60/ KFK/4	Probable repair	Tugs (3)		
	Floating dry dock	190 x 80		Floating crane		
	Tug			Utility barge		
E1	Lighter			Large tanker	350 x 50/	Repair
E2				Merchant	410 x 60/ MFM/5	Repair
				U/I	120 x 25	Repair
				U/I	90 x 20	Repair
				Small tanker	135 x 35	Repair

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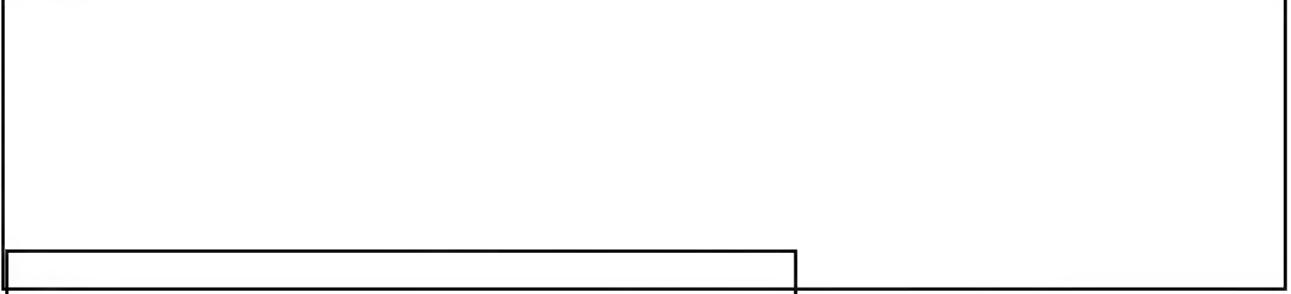
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REFERENCES

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25X1D



25X1C

MAPS

DIA. US Air Target Chart, Series 200, Sheet 0381-10HL, 2d ed, Aug 63 (SECRET)

ONI. Port Plan 21143, Jun 58 (SECRET)

DIA. Town Plan 39872, Apr 64 (SECRET)

DOCUMENTS

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REQUIREMENT

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NPIC PROJECT

12037/64 (partial answer)

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